Ohio Rail Development Commission

50 West Broad Street, Suite 1510, Columbus, Ohio 43215
614-644-0306 (telephone) • 614-728-4520 (fax) • www.dot.state.oh.us/ohiorail

September 6, 2007

Dear Commissioners:

Briefing materials for the **Thursday, September 13, 2007** Commission meeting are enclosed. You will find the minutes of the July meeting posted on ORDC's website at www.dot.state.oh.us/ohiorail.

The meeting will be held in the Vern Riffe Center, 31st floor, South B&C, beginning at **9:00 a.m**. If you haven't already done so, please contact Wende Jourdan to confirm your attendance. You may reach her at 614/728-9497 (telephone) or by e-mail at wende.jourdan@dot.state.oh.us.

We look forward to seeing you at the meeting.

Sincerely,

James E. Betts
Chair

enclosures

THE OHIO RAIL DEVELOPMENT COMMISSION

MEETING AGENDA
Thursday, September 13, 2007
Vern Riffe Center for Government & the Arts
77 South High Street, 31st floor, Columbus, Ohio

CALL TO ORDER – James E. Betts, Chairman

- Welcome
- Roll Call
- Approval of Minutes from July Meeting

PROJECTS FOR APPROVAL

- Resolution 07-11: Panhandle Rail Line Long Term Lease
- Resolution 07-12: W&LE Robertsville Tunnel Repairs

OLD BUSINESS

- Resolution 07-13: Appointment of Matthew Dietrich, ORDC Executive Director

EXECUTIVE DIRECTOR / FINANCE REPORT – Matt Dietrich

NEW BUSINESS

PUBLIC COMMENT

ADJOURN

Project Briefing
Panhandle Long Term Lease
September 13, 2007

At the August Retreat, the Commission discussed in some detail the issue of a long term lease for the Panhandle Rail Line. To recap the retreat discussion, staff outlined issues associated with a long term lease and a recommended process for the evaluation of the long term lease. Below is an excerpt of those issues:

1. Policy / Procedure: This is a broader category which can include elements of the other categories but touch on the "public" nature of the line.
    a. Bid / No bid: This was a major topic of the previous sale discussion. It is the opinion of staff that a long-term lease should not be bid for the following reasons: 1) the C&OR's "sweat equity" & performance in providing quality service to shippers, building the traffic base, and investing in the line's track and fixtures for 15 years; 2) C&OR winning the competitive bid process jointly conducted by Conrail and the State of Ohio in 1991, and winning the ORDC bid process for operations of the line in 1997; 3) the disruption to existing shippers and to potential economic development projects that a competitive selection process naturally engenders. HOWEVER, if the no bid option is pursued, there needs to be an extra level of due diligence to ensure that the ORDC's actions are consistent with the larger goal of improving overall railroading in Eastern Ohio.
    b. Discussions with Interested Parties / Outreach to Interested Parties: The ORDC has been involved in lawsuits over this line and it received strong objections to the proposed sale from interested parties. Staff believes at a minimum, ORDC should reach out to these groups to discuss their views on a long term lease. There are many ways to approach this but staff believes the most constructive and efficient way is to develop a draft agreement and solicit comments on that agreement.
    c. Passenger / Excursion Rail: Throughout the years, there have been many proposals for some type of passenger rail service, ranging from commuter to excursion to a main route of the Ohio Hub Plan. The railroad has been rightly concerned about its liability with any passenger rail on the Panhandle Rail line. It is staff belief that a long term lease should be structured in such a way that ORDC can allow communities to develop plans with the least amount of exposure to the operating railroad.
    d. Property Management: What level of control would the Commission like to provide the Operating Railroad under the agreement?
    e. What level of oversight would the Commission like to maintain over the railroad? Approve maintenance plans? Approve trackage rights? Require set level of investment or be satisfied with maintenance of track to FRA Class of Track?
    f. If ORDC Commissioners desire to pursue a 25 year lease with the C&OR, staff envisions a process that follows along these lines:

i. Draft "Preliminary 25 Year Lease Agreement" in conjunction with ORDC Commissioners. The Commissioners can appoint a Sub Committee for this purpose to work with Staff, or the Staff can report to the full Commission.
ii. Staff takes the Commission approved Preliminary 25 Year Lease out for comment with interested parties, adjoining railroads, and public officials.
iii. Based on public comment, Staff develops a "Draft 25 Year Lease Agreement" in conjunction with ORDC Commissioners as developed in step 1 above.
iv. Staff in conjunction with ORDC Commissioners uses the Draft 25 Year Lease to negotiate a "Final 25 Year Lease".

2. Business Case: The Panhandle Rail Line is an example of a successful public-private partnership. If, as the partnership has evolved, there are issues with the existing management and lease structure that is impeding its continued success, it is incumbent on the ORDC to re-examine that relationship. The C&OR has made various statements with regard to its limitations in investing funds in the rail line beyond those required by the operating agreement because of the duration of the current contract. To proceed, the following basic questions need to be answered to the satisfaction of the Commission:
    a. What is wrong with the status quo? Or How is the current operating agreement impeding the railroad from improving rail service in Eastern Ohio?
    b. What investment/repairs need to be performed on the rail line that the railroad can not / will not do under the current operating agreement?
    c. If the Commission will extend the operating agreement, what additional responsibilities is the railroad willing to commit to do under a long term lease?

3. Financial Value of the State Asset: At the July 2006 meeting, ORDC contractor BSE Partnership, LLC presented a report to the Commission stating that the value of the Panhandle Rail line is $799,000 annually for a 25-year lease. To date, no information has been brought forward to contradict this value. If the ORDC is to deviate from its own consultant's recommendation, there must be a rationale developed. Such reasons could include:
    a. A counter-report offered by the operating railroad accepted by the Commission.
    b. Value-added contributions brought by the operating railroad in the form of:
        i. Paying off the existing debt
        ii. Assuming responsibility for some or all of the long term maintenance required on the line, including documentation on which ones and when.

This briefing and resolution completes this initial discussion by authorizing staff to formally begin investigation of a long term lease with the Ohio Central Railroad. In addition to the resolution, staff requests that the Commission create a "Panhandle Lease

Committee" and the Chair appoint members to such a committee as permitted in Article V, Section 4 of the Commission By-Laws.

RESOLUTION 07-11

Re: Authorizing Ohio Rail Development Commission staff to evaluate a long term lease of Panhandle Rail Line

A RESOLUTION TO AUTHORIZE STAFF TO UNDERTAKE EVALUATION OF A POTENTIAL PANHANDLE RAIL LINE LONG TERM LEASE UNDER CHAPTER 4981 OF THE OHIO REVISED CODE.

WHEREAS, this Commission as the Ohio Rail Development Commission ("ORDC") created by Chapter 4981 of the Ohio Revised Code, has the authority pursuant to Revised Code Section 4981.08 to lease any real property in which it has an interest for the continuation and operation of rail service; and

WHEREAS, the ORDC is authorized by Chapter 4981, Sections .14(9) and (18) to exercise all powers necessary or appropriate to carry out its corporate purposes including the authority to make and enter all agreements necessary to the performance of its duties and the execution of its powers; and

WHEREAS, on April 16, 1992, the ORDC, via a complex financial transaction, acquired a contingent equitable and leasehold interest in the approximately one hundred and sixty mile long Panhandle Rail Line ("Panhandle") ; and

WHEREAS, the ORDC now desires to explore the possibility of entering into a long term lease of that interest in the Panhandle.

NOW, THEREFORE, BE IT RESOLVED that the ORDC hereby authorizes its executive director, Matthew Dietrich, designated Commissioners, and staff to form an advisory committee to undertake an evaluation to determine the optimal and permissible options available to the ORDC for long term leasing its interest in the Panhandle, including the performance of any appropriate appraisals, price and cost comparisons, information gathering, and other due diligence measures determined to be appropriate by staff and the appointed Commissioners, and to report such findings, along with any recommendations, to the entire ORDC.

Moved By _____
Seconded By _____

Upon roll call, the vote resulted as follows:

James E. Betts, Chair	____	yes	____	no	____	absent	____	abstained	____ Recused
Howard Wood for James G. Beasely	____	yes	____	no	____	absent	____	abstained	____ Recused
Barbara Hammontree Bennett	____	yes	____	no	____	absent	____	abstained	____ Recused
Kimberly Gibson for Lt Gov Fisher	____	yes	____	no	____	absent	____	abstained	____ Recused
Solomon Jackson	____	yes	____	no	____	absent	____	abstained	____ Recused
Thomas McOwen	____	yes	____	no	____	absent	____	abstained	____ Recused
James Hartung	____	yes	____	no	____	absent	____	abstained	____ Recused
Larry Sowers	____	yes	____	no	____	absent	____	abstained	____ Recused
Herk Wolfe	____	yes	____	no	____	absent	____	abstained	____ Recused
Daniel Roberts	____	yes	____	no	____	absent	____	abstained	____ Recused

ORDC ACTION: Motion approved ____ Other action _____
Motion denied ____ Date _____

CERTIFICATE

I, the undersigned Chairman of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

_____ _____

James E. Betts, Chairman Date

PROJECT BRIEFING
WHEELING AND LAKE ERIE RAILROAD
ROBERTSVILLE TUNNEL REPAIRS
September 6, 2007

Project Costs		Project Benefits
* Ohi-Rail Ins.	$300,000+	* Noramco & Heritage Plastics will retain 125 jobs
* ORDC Grant up to	$150,000	* Continued rail service on Canton to Carrollton rail line
* Ohi-Rail	$ 25,000	* Possible expansions by Heritage with the creation of 15 new jobs
* W&LE	$ 20,000	

INTRODUCTION

The Wheeling and Lake Erie Railroad (W&LE) has requested up to a $150,000 grant to cover the gap funds needed to repair the Robertsville tunnel after the two cabooses stuck in the tunnel are removed from the tunnel.

BACKGROUND

The W&LE is the owner of the Canton to Carrollton rail line (the Carrollton Branch) and Ohi-Rail is the lease operator. The line is 27 miles long. There are three rail shippers, Fusion Ceramics, Heritage Plastics and Noramco. The three shippers combined provide more than 125 jobs to this area. The Carrollton Branch is marginally profitable to operate and generated only 114 carloads in 2006. It is estimate that 140 cars will be generated for 2007. The Robertsville Tunnel is located at milepost 11.70 on the Carrollton Branch as shown on Exhibit "A."

In 1996, ODOT/ORDC provided W&LE $198,085 in grant funds to repair the Robertsville tunnel. As a result of the grant funds, the W&LE committed to maintain the tunnel and continue rail service on the Carrollton Branch rail line for ten years.

This past winter two cabooses got wedged in the tunnel, resulting in (or possibly from) a partial tunnel collapse.

PROJECT DESCRIPTION

Ohi-Rail railroad insurance will pay for the recovererd cabooses as well as most of the needed repairs to safely remove the cabooses. Additional work needed is as follows: the removal of the remaining rock and damaged timber sets; additional shotcrete and cement grouted anchors needed between timber sets #41 and #51; re-establish proper drainage and scale the west portal of the tunnel by removing excess muck, rock and fouled materials; install cross ties to repair damage track and restore proper track gages. ORDC funds will go only for repair costs above and beyond what insurance will cover.

WHY ORDC FUNDING IS NEEDED

The low car loadings on the Carrollton Branch allow marginally profitable operations but revenues are not sufficient to cover major capital investments.

PROJECT BENEFITS

Terminate the embargo and detours
Retain 125 jobs - may create 15 new jobs
Continued, reliable and safe rail service to area shippers so long as the traffic levels remain the same or greater.

OTHER CONTRIBUTIONS

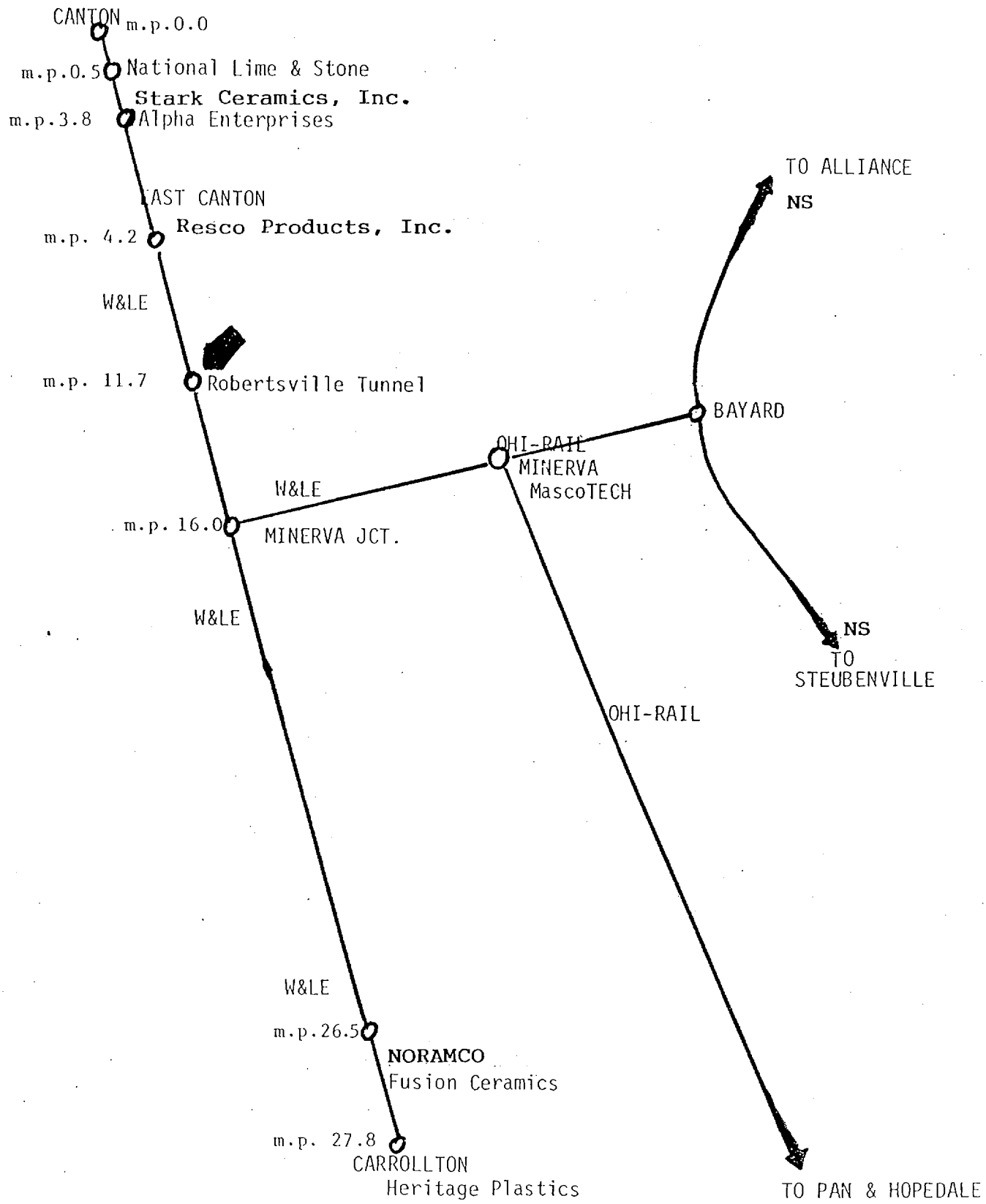
The W&LE has invested approximately $15,000 in engineering costs for the tunnel repairs. Ohi-Rail has spent $25,000 on detour costs, fencing and related items.

STAFF RECOMMENDATIONS/SPECIAL CONTINGENCIES

The final repair costs for the tunnel above and beyond insurance costs will not be known until the cabooses are extricated from the tunnel. W&LE initial estimates are that ORDC repairs will be under $150,000. ORDC staff will contract with W&LE for actual costs or $150,000, whichever is less.

Staff recommends that the ORDC/W&LE grant agreement require that W&LE ensure continued operations on the Carrollton Branch or repay a proportion of the ORDC grant, so long as traffic levels equal or exceed current levels.

CARROLLTON BRANCH AREA



RESOLUTION 07-12

RE: THE WHEELING & LAKE ERIE RAILWAY ("W&LE") ROBERTSVILLE TUNNEL REPAIRS *GRANT*

A RESOLUTION DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO THE W&LE UNDER CHAPTER 4981 OF THE OHIO REVISED CODE.

WHEREAS, this Commission as the Ohio Rail Development Commission ("ORDC") created by Chapter 4981 of the Ohio Revised Code, has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the "Act") proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to the W&LE (the "Company"); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the Company; the determination of the Executive Director of the ORDC and the facts upon which such determination is based, that the proposed assistance will conform to the requirements of the Act and the terms of the proposed assistance; and

WHEREAS, the ORDC has reviewed such submissions and discussed them with the Executive Director and staff of the ORDC the proposed assistance; and

WHEREAS, on the basis of such review and discussions, the ORDC has determined that the provision of assistance to the Company, as set forth in the ORDC staff's submissions, is appropriate.

NOW, THEREFORE, BE IT RESOLVED by the ORDC of the State of Ohio:

Section 1. That the ORDC determines that the assistance proposed to be provided under the Act to assist the Company with the Rail Service Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the Company, the nature, amount and terms of which are summarized in Exhibit "A" attached hereto.

Moved By _____
Seconded By _____

Upon roll call, the vote resulted as follows:

James E. Betts, Chair	____	yes	____	no	____	absent	____	abstained	____	Recused
Howard Wood for James G. Beasley	____	yes	____	no	____	absent	____	abstained	____	Recused
Barbara Hammontree Bennett	____	yes	____	no	____	absent	____	abstained	____	Recused
Kimberly Gibson for Lt Gov Fisher	____	yes	____	no	____	absent	____	abstained	____	Recused
Solomon Jackson	____	yes	____	no	____	absent	____	abstained	____	Recused
Thomas McOwen	____	yes	____	no	____	absent	____	abstained	____	Recused
Larry Sowers	____	yes	____	no	____	absent	____	abstained	____	Recused
Herk Wolfe	____	yes	____	no	____	absent	____	abstained	____	Recused
Daniel Roberts	____	yes	____	no	____	absent	____	abstained	____	Recused
James Hartung	____	yes	____	no	____	absent	____	abstained	____	Recused

ORDC ACTION: Motion approved ____ Other action ____
Motion denied ____ Date 9/13/07

CERTIFICATE

I, the undersigned Chairman of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

____ 9/13/07
James E. Betts, Chairman Date

EXHIBIT A

A grant to the Company in the amount up to One Hundred Fifty Thousand Dollars ($150,000)(the "ORDC Grant") to assist with the repair of the Robertsville tunnel by removal of the remaining rock and damaged timber sets; addition of shotcrete and cement grouted anchors between timber sets #41 and #51; re-establishment of proper drainage and scaling of the west portal of the tunnel by removing excess muck, rock and fouled materials; installation of cross ties to repair damage track and restoration of proper track gages and removal of two cabooses stuck in the tunnel (the "Rail Service Project") as defined herein pursuant to Section 4981.032 of the Ohio Revised Code at the Company's location at milepost 11.70 on the Carrollton Branch of the Company rail line in Stark County.

The ORDC Grant is subject to the following condition:

1. The Company must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending ORDC funds.

2. The Company shall continue operations on the Carrollton Branch at rail traffic levels equal to or in excess of current levels or shall repay a proportion of the ORDC grant.

RESOLUTION 07-13

Re: Appointment of Executive Director

WHEREAS, Matthew Dietrich, has been serving as the Acting Executive Director of the Ohio Rail Development Commission ("ORDC") since September 14, 2006; and

WHEREAS, the effective and efficient operation of the ORDC necessitates the appointment of an Executive Director; and

WHEREAS, Sections 4981.02(C) and 4981.14(B)(9) authorizes the Commission of the ORDC to employ an Executive Director and to establish the terms and conditions of such employment; and

WHEREAS, the Commissioners of the ORDC have determined that Matthew Dietrich has the appropriate experience.

NOW, THEREFORE, BE IT RESOLVED by the ORDC of the State of Ohio:

- Matthew Dietrich is hereby appointed as ORDC Executive Director and is charged with the powers and duties set forth in Article IV, Section 3 of the ORDC bylaws;

- The ORDC hereby appoints Matthew Dietrich as Executive Director for a term beginning September 13, 2007 at the rate of $43.75 per hour ($91,000/year).

Moved By _____
Seconded By _____

Upon roll call, the vote resulted as follows:

James E. Betts, Chair	____	yes	____	no	____	absent	____	abstained	____ Recused
Howard Wood for James G. Beasley	____	yes	____	no	____	absent	____	abstained	____ Recused
Barbara Hammontree Bennett	____	yes	____	no	____	absent	____	abstained	____ Recused
Kimberly Gibson for Lt Gov Fisher	____	yes	____	no	____	absent	____	abstained	____ Recused
Solomon Jackson	____	yes	____	no	____	absent	____	abstained	____ Recused
Thomas McOwen	____	yes	____	no	____	absent	____	abstained	____ Recused
Larry Sowers	____	yes	____	no	____	absent	____	abstained	____ Recused
Herk Wolfe	____	yes	____	no	____	absent	____	abstained	____ Recused
Daniel Roberts	____	yes	____	no	____	absent	____	abstained	____ Recused
James Hartung	____	yes	____	no	____	absent	____	abstained	____ Recused

ORDC ACTION: Motion approved ____ Motion denied ____ Other action _____ Date 9/13 /07

CERTIFICATE

I, the undersigned Chairman of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

James E. Betts, Chairman	9/13/07 Date

MEMORANDUM
September 13, 2007

TO: ORDC Commissioners
FROM: Matthew Dietrich
SUBJECT: Executive Director / Finance Report

This document reflects the accomplishments and highlights of the Ohio Rail Development Commission since July 12, 2007.

- **CAPITAL PARTNERSHIPS, LLC** provides consulting services at both the state and federal level has been extended to December 31, 2007 for an amount of $1,545 monthly. The focus of this contract has been the ORDC Congressional funding request for the Ohio Hub PEIS as well as working with the Federal Railroad Administration for Federal High Speed Rail Corridor Designation for the entire Ohio Hub System.

- An Ohio Hub Economic Impact Meeting was held on August 28th with the Governor's Office and representatives from the Departments of Development and Transportation. I want to thank the Governor's Office for their assistance at organizing this meeting.

- Staff gave a presentation about rail efforts in Ohio to the Ohio Chapter of the International Warehouse and Logistics Association (IWLA) on September 6.

- All Aboard Ohio allowed the ORDC the opportunity to speak at their board meeting on August 18. It was the start of what I hope is a good dialogue regarding advancing passenger rail in Ohio.

- Staff is scheduled to close the Marion Industrial Center on September 12.

- Safety Staff is currently in the field performing 20 new diagnostic reviews on rail-highway grade crossings identified by the PUCO formula as potential projects for upgraded warning devices.

- Safety Staff is continuing its work on Corridor projects with the second phase of the Norfolk Southern CJ Corridor. The program will focus on projects in the Miamisburg area.

- There are multiple consolidation (crossing closure) projects in various stages of development around the state. Currently staff is working on projects in: Delphos (CFER), Perrysburg (CSX), Rawson (NS), Carrollton (W&LE), E. Canton (W&LE), New Washington (W&LE), Putnam County (NS), Hancock County (NS), Oak Harbor (NS).

- The Safety section is having a strategic planning session in October to brainstorm on new ideas for surface reconstruction, project management, the stop and yield sign program and other rail safety related issues.

- ORDC has been receiving constituent complaints through the Angels on Track website. ORDC is receiving approximately 7 to 10 complaints a week. ORDC is getting some valuable information through this process.

- The finance report is attached. Of note, as mentioned at the previous meeting, because of the changes in Accounting Systems as a result of the OAKS system and other accounting changes, some funds may have to be moved between payroll funds and other Commission operational funds.

- TOD DARFUS IS NOW A GRANDFATHER. His daughter Sarah delivered a healthy baby boy, Wesley James, on August 28. He was 7 lb 9 oz and 20 inches long.

ACCOMPLISHMENTS REPORT
PLANNING, PROJECT DEVELOPMENT, AND TRACK INSPECTION
July 5 to September 5, 2007

PLANNER	DEVELOPMENT SPECIALISTS
Don Damron	**Lou Jannazo**
	Bev Lee

TRACK INSPECTION

- Inspection trip/field survey of crossings on RailAmerica lines in Delphos for possible funding of a new connection to eliminate zig-zag moves as well as crossing circuitry upgrades.
- Inspection trip/field survey of Jacobs Industry spur track in Walbridge.
- Inspection trip/field survey of existing rail spur (and proposed new rail extension) for potential ethanol project (Tiger Ethanol) in Marion.

ADMINISTRATIVE

- Helped prepare agendas and briefing packets for September 13, 2007 meeting.
- Developed grant agreements for projects approved at July meeting.
- Did grant agreement amendments to extend time for select projects and to reflect changes in scopes of work and termination dates.
- Did OEPA and Ohio Taxation background checks on July grant recipients.
- Helped to formulate plan and process to lease Panhandle to C&ORR for 25 years.

TRAINING

- No Activity.

FREIGHT PROJECT DEVELOPMENT AND IMPLEMENTATION

New Project Development/Continued Project Development

- Continued work and investigations/development into various ongoing spur project proposals including Village of Leipsic/Iron Highway (helping Village and Poet Energy coordinate with NS, CSX and I&O on a variety of issues needed to get Poet service by this autumn) and Kimble Mixer (New Philadelphia).
- Began investigations into new spur projects including Tinnerman Truss (Greenville), McDonald Steel (McDonald), GM Logistics Center (Trotwood) Van Wert Ethanol (Van Wert) & others.
- Working with shippers (Bunge, D&D Ingredients, National Lime and Stone), local Delphos area officials, and RailAmerica, to improve rail logistics for the shippers and the community.
- Continued working and attending meetings with Warren & Trumbull RR, Mahoning Valley Economic Development Corporation - MVEDC (owner of track W&TRR operates on) and Warren Steel Holding to develop funding to repair MVEDC line and provide needed on-site rail for Warren Steel to reopen closed steel mill.
- Developed the Robertsville Tunnel project for September Commission meeting.
- Continued working with W&LE (line owner), Ohi-Rail (line operator), Carroll County, rail line shippers, and others on getting the Robertsville Tunnel on the Carrollton Branch repaired. Track repair project will probably be presented to Commission in November.

PASSENGER PLANNING

Ohio Hub

- Finalized the Ohio Hub Final Draft Report and distributed it to ORDC Commissioners and others.
- Updated and improved the Ohio Hub web site.
- Provided GEM Staff various comments on its review of TEMS global Economic Impacts draft report as well as GEM's assessment of local public benefits on the Ohio Hub.
- Coordinated meeting among Governor's Staff, ODOD, ODOT, and others to present the TEMS and GEM economic impact reports to Ohio public officials.
- Continued work and coordination with other states and railroads on Ohio Hub Study.
- Continued with various meetings and presentations on Ohio Hub plan.
- Provided information to AASHTO Standing Committee on Rail Transportation on Ohio Hub for a national review of various State rail passenger projects.

Other Passenger Initiative

- Continued coordination with the MWRRI study effort by participating in meeting in Chicago.
- Continued supporting local efforts to develop stations and promote Ohio Hub, particularly in Toledo.
- Kept abreast of passenger issues in across Ohio and nationally through participation in the States for Passenger Rail.
- Attended meetings on new effort to get commuter rail or light rail going between Lorain and Cleveland.
- Don Damron is part of MWRRI team working on the Scope of Work for a PEIS for the Midwest Regional Rail network which helps ORDC for our own PEIS Ohio Hub efforts.

OTHER PLANNING INITIATIVES

- Coordinated with AASHTO Standing Committee on Railroad Transportation (SCORT) on agendas for October national meeting; Lou was named co-chair of SCORT Freight Committee.
- Worked with select States on SCORT initiative to effectively end the old FRA freight assistance programs by allowing States to keep any repaid loan funds. Ohio added a component to allow states to keep and use as they see fit any proceeds from the scrapping of rail lines purchased or rehabilitated with FRA funds. Wrote ORDC letter to Ohio Delegation backing SCORT changes.

MISCELLANEOUS

- Helped mediate issues between an Ohio coal mining operation and Norfolk Southern regarding potential coal transload on Columbiana County Port Authority property in Wellsville.

WPDOCS/AccomplishmentsCommission

OHIO RAIL DEVELOPMENT COMMISSION: September 2007 Finance Report

GENERAL REVENUE FUND (GRF) APPROPRIATION AUTHORITY FY 2008

GRF APPROPRIATION AVAILABLE FOR PROJECTS AND PERSONAL SERVICE CONTRACTS		
GRF APPROPRIATION FOR PROJECTS		2,787,243
LESS: PROJECTS ENCUMBERED or DISBURSED	5,000	
LESS: PROJECTS APPROVED BUT NOT ENCUMBERED		
TOTAL	*5,000*	*-5,000*
PROPOSED GRF COMMITMENTS FOR FY 2008		
WLE Carrolton Branch Tunnel Clearance	**150,000**	
TOTAL	*150,000*	*-150,000*
BALANCE OF GRF APPROPRIATION FOR PROJECTS		***2,632,243***
GRF APPROPRIATION FOR PERSONAL SERVICE CONTRACTS		**49,796**
Highway-Railroad Safety Consulting, LLC	15,000	
Capital Partnerships, LLC	7,725	
Capital Partnerships, LLC	1,545	
TOTAL	*24,270*	*-24,270*
BALANCE OF GRF APPROPRIATION - PERSONAL SERVICE CONTRACTS		***25,526***

FUND 3B9 (FEDERAL) AVAILABLE FOR FY 2008			**0**
RAIL FUND 4N4 - REVOLVING LOAN FUND			**6,178,425**
LESS: OPEN ENCUMBRANCES	3,268,000		
LESS: PANHANDLE RESERVE FUND	764,400		
TOTAL	*4,032,400*		*-4,032,400*
FISCAL YEAR 2007 APPROPRIATION		**2,111,500**	
LESS: PAYROLL FROM LOAN AND LICENSE FEES (Budgeted)	174,424		
LESS: OPEN ENCUMBRANCES FY 2008			
LESS: PROJECTS APPROVED BUT NOT ENCUMBERED			
Greater Ohio Ethanol	1,000,000		
TOTAL	*1,174,424*	*-1,174,424*	*-1,174,424*
Proposed 4N4 Commitments for FY 2008			
TOTAL	*0*	*0*	*0*
APPROPRIATION BALANCE OF FUND 4N4 AVAILABLE FOR PROJECTS		***937,076***	
BALANCE OF FUND 4N4 AVAILABLEW/ CONTROLLING BOARD APPROVAL			***971,601***

TOTAL ORDC FUNDS AVAILABLE FOR PROJECTS - FY 2007 **3,619,115**

OHIO RAIL DEVELOPMENT COMMISSION
APPROPRIATION LEDGER
For Month ending August 31, 2007

FUND	SAC	FEDERAL STATE/OTHER	ORIGINAL APPROPRIATION	TRANSFERS	UNASSIGNED	ADJUSTED APPROPRIATION	OPEN ENCUMBRANCES	TOTAL DISBURSED	UNENCUMBERED BALANCE	PERCENT UNOBLIGATED	SAC DEFINITION
GRF	4FA5	STATE	1,391,122.00	5,000.00	0.00	1,396,122.00	5,000.00	0.00	1,391,122.00	99.64%	GRANT (Community/Railroad) - SUBSIDY
GRF	4FA7	STATE	1,391,121.00	0.00	0.00	1,391,121.00	0.00	0.00	1,391,121.00	100.00%	GRANT (Private Industry) - CAPITAL
GRF	4651	STATE	680,257.00	(14,400.00)	0.00	665,857.00	28,248.00	18,542.00	619,067.00	92.97%	PAYROLL / PERSONAL SERVICE
GRF	4652	STATE	235,000.00	9,400.00	0.00	244,400.00	102,685.05	2,607.20	139,107.75	56.92%	OFFICE EXPENSE
GRF	4653	STATE	2,500.00	0.00	0.00	2,500.00	0.00	0.00	2,500.00	100.00%	OFFICE EQUIPMENT
	FUND TOTAL		3,700,000.00	0.00	0.00	3,700,000.00	135,933.05	21,149.20	3,542,917.75	95.75%	FUND TOTAL - GRF
7002	4FN7	FEDERAL	1,481,742.00	2,678,000.00	0.00	4,159,742.00	156,756.33	24,637.04	3,978,348.63	95.64%	GRADE CROSSING PAVEMENT
7002	4FP1	FEDERAL	518,258.00	0.00	0.00	518,258.00	0.00	0.00	518,258.00	100.00%	GRADE CROSSING SAFETY'S PAYROLL
7002	4FP7	FEDERAL	13,000,000.00	(4,678,000.00)	0.00	8,322,000.00	892,974.57	224,860.79	7,204,164.64	86.57%	GRADE CROSSING DEVICES
	FUND TOTAL		15,000,000.00	(2,000,000.00)	0.00	13,000,000.00	1,049,730.90	249,497.83	11,700,771.27	90.01%	FUND TOTAL - 002
3B90	8FB5	FEDERAL	10,000.00	0.00	0.00	10,000.00	0.00	0.00	10,000.00	100.00%	FEDERAL RAIL - SUBSIDY
	FUND TOTAL		10,000.00	0.00	0.00	10,000.00	0.00	0.00	10,000.00	100.00%	FUND TOTAL - 3B9
4N40	6FC9	OTHER	1,937,076.00	0.00	0.00	1,937,076.00	0.00	0.00	1,937,076.00	100.00%	RAIL TRAN - LOANS
4N40	6FD9	STATE	762,500.00	0.00	0.00	762,500.00	0.00	0.00	762,500.00	100.00%	PANHANDLE LEASE PAYMENT
4N40	6111	STATE	174,424.00	0.00	0.00	174,424.00	0.00	0.00	174,424.00	100.00%	PAYROLL(PROPERTY MGNT)
	FUND TOTAL		2,874,000.00	0.00	0.00	2,874,000.00	0.00	0.00	2,874,000.00	100.00%	TOTAL - OTHER ASSISTANCE
	GRAND TOTAL		21,584,000.00	(2,000,000.00)	0.00	19,584,000.00	1,185,663.95	270,647.03	18,127,689.02	92.56%	

APPROPRIATION LEDGER IS NOT UP-TO-DATE, BUT THIS IS THE MOST CURRENT INFORMATION THE SYSTEM HAS - ew

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ORDC - Loan Payback (Active Loans)
September 4, 2007

		Loans	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Application, Loan, Interest & Admin. Fees	Total Payments
FY03	Cloverleaf Cold Storage *	$328,000	$33,662							***$14,900***	***$342,900***
FY03	Portage Cty Solid Wst Mgmt. *	$80,000	$16,495	$16,495	$16,495	$9,622				***$3,279***	***$83,279***
FY04	Ann Arbor Railroad *	$768,736	$162,274	$81,137						***$42,295***	***$811,031***
FY04	Columbiana County Port Authority *	$2,098,047	$344,959	$280,308	$284,610	$288,912	$288,912	$288,912	$144,456	***$106,035***	***$2,204,081***
FY04	W&LE (Valley Line)*	$400,000	$10,680	$408,900						***$57,277***	***$457,277***
FY04	Maumee & Western *	$199,088	$29,392	$29,502	$29,502	$29,502	$17,209			***$8,460***	***$207,548***
FY05	Seneca-Sandusky-Tiffin Port Auth*	$290,000	$61,217	$61,217	$61,217	$10,203				***$16,267***	***$306,267***
FY05	Ashland RW (Mansfield Yard Rehab)*	$500,000	$106,935	$106,935	$106,935	$8,911				***$41,285***	***$541,285***
FY05	I&O (Fulton County Processing, Ltd)*	$242,335	$52,681	$52,681	$52,681	$8,780				***$24,266***	***$266,601***
FY06	Portage County Rail Line (Smurfit Stone)*	$20,000	$4,348	$4,348	$4,348	$2,174				***$2,489***	***$22,489***
FY06	Shenandoah Valley Realty ***	$650,000									
FY06	Harrison Ethanol ***	$500,000									
FY06	Wheeling & Lake Erie ***	$150,000									
FY07	Marion Industrial Center ***	$300,000									
FY07	Village of Leipsic ***	$825,000									
FY07	Warrenton River Terminal ***	$200,000									
FY07	WESTCO ***	$513,000									
FY07	Wheeling & Lake Erie ***	$378,000									
FY07	Greater Ohio Ethanol ***	$1,000,000									
		$10,592,778	**$822,642**	**$1,041,522**	**$555,786**	**$358,103**	**$306,121**	**$288,912**	**$144,456**	***$446,138***	***$6,522,916***

Loan Amount Received to Date: **$196,034**
Loan Balance Due: **$626,608**

*Loans Active
**Loans Paid Off
***Loans in Process